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# 2022 Orange Show Speedway American Race Truck Rules

## 1. Rule Applications

**(A)** This General Rules section applies to each and every driver, owner, mechanic and or pit personnel. You are expected to know the rules. Ignorance of the rules will not be tolerated as an excuse.

**(B)** As a driver and or owner you are an independent contractor and assume full responsibility for all charges, premiums and taxes, if any are payable on any funds you may receive for your participation in any event supported by ART.

## 2. Driver Eligibility

**(A)** All Drivers must be a minimum of fourteen (14) years of age unless otherwise stipulated by the individual racetrack and or state or local law. Any driver under the age of eighteen years of age must have a properly executed parental consent form signed and notarized for admission to an event.

## 3. General Policies

**(A)** OSS Race Officials must be notified of any driver changes prior to every event.

**(B)** Race trucks shall be driven in the pits only by ART members holding a valid ART Competition License or Licensed Crew Chief.

**(C)** Drivers, owners and mechanics shall have no claim against or cause of action for damages, expenses or otherwise against ART Race Officials or Promoters by reason of disqualification or damage to either race truck, driver or both.

**(D)** It is the duty of all drivers, truck owners and mechanics to bring to the attention of the officials any unsafe equipment, practices or rules violations of any truck, driver or crew member. This should be done before qualifying and main event feature.

**(E)** OSS reserves the right to impound any race truck for inspection purposes for any reason.

**(F)** OSS reserves the right to confiscate any and all parts and or equipment found to be improperly modified or illegal during an inspection. Illegal parts will not be returned.

## 4. Race Truck Operating Procedures.

**(A)** ATTENDANCE AT THE ART DRIVER'S MEETING, PRIOR TO QUALIFYING IS MANDATORY. Roll will be called by truck number and any driver and spotter not present at that time will "tag" or "start scratch" on the field for his or her heat race and main event and may be subject to a fine. The fine must be paid prior to any further competition. THERE WILL BE NO EXCEPTIONS TO THIS RULE! Furthermore it is the drivers responsibility to find out what time and where the meeting is taking place. The time of the drivers meeting will be posted at the SWTT trailer. Note: IF YOU DO NOT SEE IT POSTED ASK.

**(B)** All race trucks must move under their own power to staging. No pushing or pulling allowed except where ART officials determine.

**(C)** An eligible driver may transfer to an inspected ART legal back-up truck or other competitor's truck. This transfer may occur only after a ART Race Official has inspected the original race truck and determined a mechanical problem. The driver may keep any qualifying points obtained with the original race truck but must start the back-up race truck at the rear of the field.

**(D)** No work can be done to a race truck while it is on the track or in staging. All work must be done in the designated pit area unless authorized by ART officials. Working on the race truck in staging or on the track may result in driver starting in the back.

**(E)** ART Race officials in charge of a race event shall determine the method and extent of a race truck inspection, number of race trucks to be inspected and reserves the right to impound race trucks competing in any sanctioned event.

**(F)** Rookie drivers or first time competitors must display a yellow "rookie" stripe on the rear of the truck for a minimum of one season. This means all new ART competitors. There will be no exceptions. Prior racing experience will not change a drivers rookie status. A rookie driver must participate in normal qualifying procedures. It is at the discretion of the ART officials if a rookie driver starts in his or her qualifying position or starts at the tail of the field for the rookie drivers first 2 races.

**(G)** Any driver refusing to participate in a heat race or trophy dash will have to start the main event from the rear of the field.

## **5. Penalties**

**(A)** Violations of any ART rule or regulation by a licensed member may result in disqualification, suspension, loss of points, loss of purse, fines or a combination of any of the aforementioned penalties.

**(B)** Any driver, owner, crewmember and or race truck may be expelled from pit area and competition while under suspension and or fine.

**(C)** Any driver, race truck owner or mechanic who participates in any demonstration or fight on the track premises before, during or after a race event shall be subject to suspension and /or fines.

**(D)** Until a suspension is lifted the race truck to which the suspended member is registered may be restricted from competition at the discretion of SWTT Race Officials.

**(E)** Any driver, race truck owner, or mechanic who fails to notify ART Race Officials of any change in driver or permits a race truck to be driven in a race event by an unlicensed person shall be subject to immediate disqualification, suspension and or fines.

**(F)** Any abuse, assault or threat by any driver, race truck owner or mechanic or any person operating under orders to any ART Race Official or track official or any person operating under orders shall be subject to suspension and or fines and expulsion from the pit area and or track premises and permanent removal from ART.

**(G)** ART reserves the right to withhold any prize money, drivers points, purse money and official finishing position stemming from penalties and or other violations preceding or following post-race inspection.

**(H)** ART Race Officials may, at their sole discretion determine that a driver shall forfeit any accumulated Drivers Points.

## **6. Appeals**

**(A)** A truck owner or driver may file an appeal in writing. All appeals of a judgment imposed by the race director or tech inspector must be received within five days.

**(B)** Appeals submitted in writing must be signed by the applicant. The decision of the ART Rules Committee on the appeal shall be final.

**(C)** The appeal shall be administered by the ART Rules Committee. The Committee will meet at the time and place decided by ART to administer the appeal.

**(D)** The ART Rules Committee shall establish procedures for hearing an appeal and shall not be bound by technical or formal rules of evidence or procedure. The hearing will be conducted in the manner best suited to the relevant facts.

**(E)** Time, date and location for the hearing shall be determined by the ART Rules Committee. Only those parties deemed necessary to the appeal process as determined by ART will be allowed to attend appeals hearing. Team Owner, Team Driver, one Engine Builder and one Chassis person may be allowed. If an Engine Builder or Chassis person is to appear it must be stated in the written appeal that they will be appearing and their name revealed.

**(F)** Decisions made by ART and the ART Rules Committee on appeals shall be final and binding.

## **7. Protest**

**(A)** Only protests for alleged violations or infractions of rules, regulations and/or other specifications as covered in the rules or entry application form supplements may be filed by competitors in writing within 30 minutes of the completion of the ART feature race.

**(B)** Protests of any nature must be accompanied by cash bond of two hundred fifty dollars within the time period as specified within the rules. If a part is the focus of the protest the scope of part and components of the protest may be determined by ART.

**(C)** Only two protests of another truck or competitor will be allowed per truck per season. This includes the driver, truck owner, crew chief, crewmembers or any other individual affiliated with the truck or team filing the protest.

**(D)** When the ART Race Director and/or the ART Rules Committee uphold a protest, two hundred dollars will be turned over to the prevailing party. The remaining fifty dollars will be retained by ART as a Protest Administration fee. If the protesting party is correct they shall receive the money. If the party being protested is correct they shall receive the money except as noted.

**(E)** Any person or persons against whom a protest is lodged shall have the right to file answers to the charges. Answers must be filed as noted above within 5 business days of notification or before the protest hearing whichever occurs first. Decisions of the ART Race Director and / or the ART Rules Committee shall be final and binding on any and all protests subject only to the appeals process specified in the ART Rule Book.

**(F)** If in the opinion of SWTT Rules Committee a protest is vindictive in nature SWTT may disallow the protest.

## **8. Inspections**

**(A)** ART Race Officials in charge of a race event shall determine the method and extent of a race truck inspection, number of race trucks to be inspected and reserves the right to impound race trucks competing in a sanctioned event for the purpose of inspection.

**(B)** Pre-race technical inspections will be at the discretion of the ART Race Officials and conducted in a designated area or manor. Trucks and all equipment must be ready for inspection on time or may be subject to missing practice and or a fine. Any truck or equipment deemed to be illegal by ART Race Officials must be corrected prior to competition and is subject to a fine, unless otherwise stated by SWTT Race Officials.

NOTE: ANY TRUCK/DRIVER REFUSING TECH WILL AUTOMATICALLY BE DISQUALIFIED.

**(C)** The top finishers in each race (number to be determined by ART officials) will go to the designated tech inspection area immediately following the main event unless otherwise stated by ART Race Officials. A failure to follow these procedures will result in loss of points and purse for that event and are subject to further action by ART.

**(D)** Any and all race trucks shall be subject to ART inspection before, during and after any race event. Any race truck damage must be repaired and inspected before re-entering the race track.

**(E)** ART reserves the right to establish an impound area and determine how many people are permitted in the impound area. ART Race Officials assume no responsibility for impounded race trucks.

**(F)** ART reserves the right to confiscate any part and or equipment illegally used or found during an inspection, or that SWTT believes may be improperly modified or illegal.

## **9. Engine Impound or Claim**

**(A)** At the discretion of ART Race Officials a competitor's engine may be claimed for inspection at any time during the race season.

**(B)** An ART approved engine inspection station will perform the engine technical inspection to the specifications of the Technical Director. Inspections will be done in a timely fashion but will have no time restrictions. ART is not responsible for damage to engine parts in disassembly or in keeping parts in order.

**(C)** If the competitor's engine is found to be legal the engine will be returned. ART is not responsible for reassembling the competitor's engine or for shipping charges, installation or for the engine being ready for the next race.

**(D)** Any violation of the engine rules by a competitor, crew member or engine builder, judged by the Race Director and or Tech Inspector to be a blatant attempt to gain an unfair advantage or in clear violation of the rules will result in the following actions:

\* A written report will be submitted to ART for immediate review by the ART Rules Committee.

- The ART Rules Committee will make a final decision on the violation within five business days.

## **10. Safety Regulations**

**(A)** Before any race truck may participate in a sanctioned event it is subject to inspection by ART Race Officials.

**(B)** Drivers must wear an approved helmet with a minimum Snell SA-2010 rating. Full coverage helmets are mandatory.

**(C)** Driver is required to wear a well-made, minimum two-ply, full coverage, flame retardant, SFI Certified fire suit for ART competition. Full coverage fire retardant SFI Certified undergarments are required.

**(D)** Driver is required to wear full length, gauntlet style, and fire retardant gloves for ART competition.

**(E)** Driver is required to wear fire retardant driving shoes and fire retardant socks for ART competition.

**(F)** Use of a HANS, Simpson Hybrid, Simpson R3, NecksGen or similar device is required. No horse collars allowed.

**(G)** Side window openings must remain as supplied by the manufacturer. A naca duct not exceeding 6 inch by 10 inches can be mounted in the front lower corner of the opening and must be operable at all times.

**(H)** All race trucks must be equipped with a 5 or 6 point belt system, minimum 3-inch wide, two-piece shoulder harness, lap belt and crotch strap harness system with metal-to-metal central quick release latch. Belts must be replaced every two years or two race seasons or when in a crash the belts must be replaced or sent to the manufacturer for inspection. Belts must be SFI Certified. No "A" or "Y" belts allowed. Belt installations are subject to tech inspector's approval.

**(I)** All race trucks must be equipped with a minimum 5.0-pound capacity on board extinguishing system. One system activation point must be within reach of the driver. All system activation points must be clearly marked FIRE PULL or with E STICKER. Systems must be currently dated and equipped with a visible working gauge.

**(J)** Driver's side window nets are mandatory. All window nets must be ribbon web type. All nets must fit tight and be secured with a quick release type latch. No passenger car seat belt type latches allowed. All window nets must be SFI Certified. Window Nets must be replaced every five years.

**(K)** Driver's seat must be fastened with (6) 3/8" bolts grade 5 or better to the frame and must be a factory manufactured aluminum safety racing seat. No fiberglass seats will be allowed. A full containment head & shoulder restraint system is required. It must fully contain drivers head according to NASCAR specs. Tech inspector must approve all installations.

**(L)** Drivers compartment roll bar tubing must be covered with hi-density roll bar padding. Subject to tech inspectors approval. Foam padding is not allowed.

**(M)** Fuel cells are mandatory. Fuel cell must be enclosed in a separate container made of minimum 20-gauge steel with a 15-16 gallon capacity. The fuel cell must be located in the rear section of the chassis located front to back between the rear springs bucket assembly and the rear cross member of the truck. All fuel cells must have a rear fuel cell guard attached to the frame. Fuel cell guard must be a minimum of 1.75" diameter and .095" thickness, steel tubing. Fuel may be added only by opening the rear deck lid and no quick fill mechanisms are permitted. A ground strap between the fuel can and fuel cell while refueling is highly recommended. A ground strap between fuel cell and frame is required. The fuel cap must be tethered to the race truck and must have truck number on it. The minimum fuel cell to ground height is 8 inches measured as ready to race with driver. All fuel cells must have vent overflow hoses attached with a vent canister mounted on the left side of the vehicle only.

**(N)** A main battery power switch must be mounted so that it is easily accessible to the driver. Main power switch must be clearly marked ON/OFF. The main power switch must kill all electrical power and stop a running engine.

**(O)** Two-way radio communication between driver and spotter is mandatory at all time when truck is on the track. This includes practice, qualifying and racing. All spotters need to be cleared by a ART Official or track Official. Any truck without radio communication will be black-flagged. No exceptions. Your radio frequency must be cleared by and on file with SWTT Race Officials and cleared by the track. It is required that the spotters have a scanner tuned to monitor race control (Toyota Speedway at Irwindale). Frequency 464.0500

**(P)** Spotters are required any time the race truck takes the track no exceptions. Spotters must have a clear truck number on their back at all time. Spotters must be cleared with SWTT and attend drivers meeting.

## 11. Truck Appearance

**(A)** ART will assign a requested truck number when possible and reserves the right to change a race truck number at any time to avoid duplication. Numbers must be at least 18 inches high and appear on both doors and the roof so as to be read from the outside of the track. Additional numbers at least 6 inches high must be placed on the driver's side lower rear tail gate section. The front right upper windshield section of each race truck will have a minimum 5" inch number. Numbers must be in a color contrasting with the body color and if the number is not legible from the scoring tower the race truck will not be scored. ART assumes no responsibility for errors in scoring if in the opinion of the track the assigned number is not legible or is not used.

**(B)** All race trucks shall be maintained and presentable in good repair and appearance at all times. The appropriate SWTT decals and graphics must be displayed at all times throughout the series for the driver to be eligible for the point fund and contingency awards. ART race Officials may from time to time publish additional decal and graphic requirements and regulations. All trucks must have the headlight and taillight decals properly installed for that vehicle type.

**(C)** ART reserves the right to require sponsor decals on the trucks.

**(D)** Roof, windshield, doors, front fenders, rocker panels, nose panels, rear spoiler and rear down tubes are reserved for ART use. These areas are reserved for placement of the assigned truck numbers, series sponsors, associate sponsors and contingency sponsors. Placement of decals will be assigned by ART. Failure to comply with the proper decal placement will subject an entrant to a loss of award moneys, points, contingency moneys and overall points fund awards. NO EXCEPTIONS.

**(E)** Lightning Light, Five Star & AR Bodies are all legal for ART competition. The older Speedway bodies are still legal for ART competition as well.

**(F)** The minimum/maximum rear spoiler size is 6 inches tall x 60 inches wide x .065 inches thick (metal) or 5 inches tall x 64 inches wide x .065 inches thick (metal). Spoilers can be steel, aluminum or lexan. Lexan spoilers must be minimum 1/4" thick. The spoiler must be set at 75 degrees relative to the ground. The bottom of the spoiler at the bend may not extend past the rear of the body. No "Gurney Lip", "Wicker Bill" or any additional parts may be added to the spoiler or any other parts on the truck to enhance effectiveness or performance. The spoiler must remain straight. No curved spoilers. All sharp edges must be removed from the spoiler surfaces. The spoiler must be mounted dead center of race truck. The spoiler must be bolted to the truck with 3 bolts (one on each end and one in the middle).

**(G)** A complete .125-inch thick (minimum) Lexan (polycarbonate) windshield and rear window is mandatory and must be clear. Window attachment and bracing must remain as factory produced. No side window coverings are allowed. A small NACA duct or air scoop at the front corners of the door windows is allowed for driver fresh air.

**(H)** Two 4 inch OD (maximum) air ducts are allowed for the front brakes. Two 4 inch OD (maximum) air ducts are allowed for the transmission cooler. The transmission cooler may be mounted directly under the deck with an opening in the deck with the same or smaller dimensions as the cooler. An electric driven fan must pull or push the cooling air from the top-down.

**(I)** Front spoilers must not exceed 81 inches in width.

**(J)** Air vent holes are not allowed in the front headlight location for any reason. Headlight locations must be covered by headlight decals.

**(K)** No venting of under bodied pressure.

**(L)** No air direction device on the body is allowed with the exception of the front and rear spoilers. No belly pans.

**(M)** Interiors must remain as produced with steel construction. No aluminum allowed. The drivers compartment must be completely sealed off from the under body area and driver's door bars must have a 16 gauge minimum steel plate covering the opening to help protect the driver from the intrusion of foreign objects.

**(N)** Mirrors are allowed providing they do not protrude outside the body

**(O)** No profane, derogatory or inflammatory signs, decals or artwork will be allowed on any truck at any time. No "FOR SALE" signs permitted on any truck while in competition without permission from ART.

**(P)** The body being used in ART competition must match the engine and transmission style being used except for the Dodge and Toyota. Dodge trucks must use the Chevrolet power train and will be inspected as being a Chevrolet. Toyota trucks must use the Ford power train and will be inspected as being a Ford. Any truck using the optional 350 "602" crate engine can use any make of body.

**(Q)** Radius of wheel opening must not exceed 33 inches.

**(R)** All body panels must be mounted with minimum 3/16" rivets & back up washers.

## 12. **Air cleaners**

**(A)** Steel or aluminum air cleaner housings may be used. Air cleaner must be 12" minimum diameter, 18" maximum diameter and five inches maximum height. The air cleaner must be a paper element except where noted and must be unaltered and in place whenever the engine is running. The air cleaner must be totally covered by the hood. No holes, vents tubes, ducts or any other devices may be used to guide air to the air cleaner unit. Absolutely no flow control items are allowed inside or outside the air cleaner for any reason. The air filter must be open and unrestricted for 360 degrees. No shields, baffles or other add-on equipment allowed.

**(B)** No K&N air cleaner housings are legal for ART competition. K&N or K&N type filter elements are legal for ART competition.

**(C)** A 1.5" clearance in the center of the hood is allowed between the back of the hood and the windshield. This is where it will be measured by the tech and will be pushed down gently to meet the bracing. A metal or aluminum strip may be added to the back of the hood, between the hood and the windshield and slotted to allow ventilation; these slots may not exceed one inch in height and no longer than 12 inches. The metal strip may not alter the stock or normal hood and windshield configuration. Optional cowl induction panel may be used as well.

### 13. Carburetor

(A) The only carburetor legal for ART competition is the ART CERTIFIED Holley #4412 by Holley Performance. Only one carburetor is allowed on the engine. Two throttle return springs are required. All carburetors must be purchased from SWTT. Part #0-4412BKX (polished) \$499.99 or Part #0-4412HBX (black) \$549.99 The older style Quick Fuel carb. is still legal for competition and may have the choke horn removed.

(B) The only modifications allowed are changing of the accelerator pump cam, squirters, power valve, butterflies and main jets. No blue printed carburetors allowed. No larger than 50cc accelerator pumps allowed. All air entering the carburetor must pass through the top of the carburetor.

(C) The shaft screws must be left as original. No filing or cutting. The shaft may not be modified in any way. The casting rings and boosters must remain stock and unaltered. The boosters may not be changed, raised or lowered. No drop-leg or annular boosters allowed. The throttle bodies and base plates may not be exchanged, modified or substituted. No grinding, filing, polishing or metal removal allowed. The stock original throttle plate bore size must be retained and no internal passage modifications are allowed. No aftermarket coatings are allowed. Any carburetor in question will be confiscated and if found illegal, the competitor will be disqualified from the event.

(D) No injection of any type for cooling or performance enhancement is allowed on the vehicle.

### 14. Cooling System

(A) Aluminum radiators are allowed and must be of stock appearance and mounted no further than 7.5 inches below the bottom of the front frame bar. Radiators must not exceed more than 10 degrees of lean. Radiators cannot be placed back from the front frame bar more than 6 inches measured from the center of the radiator. Any type hoses may be used. No electric water pumps allowed. Water pump impellers may be altered. Belts and pulleys can be V-type or serpentine type. Electric fans, engine driven fans, and direct drive are allowed. No clutch fans allowed. No reverse cooling systems. Fan shrouds may be used but cannot extend past the rear edge of the cooling fan blades. Fan shrouds may be boxed in. Cooling systems must have a minimum one quart over flow catch tank. The hose leaving the catch tank must terminate at the base of the windshield on the right side, pointing up to be in the drivers view.

(B) No plastic or aluminum fans allowed. Except if they are electric driven.

(C) Only the original (pink)"Water Wetter" is an approved additive.

- Only one battery is allowed on the race truck and must be mounted in the ART factory position. The positive post or terminal must be covered with a rubber or plastic boot.

### 15. Crate Engines

(A) GM 350/350 "602" crate engines part number 88958602 are legal for all body styles. Engine includes: intake manifold, valve covers with breathers, 8qt. capacity circle track oil pan, timing cover and harmonic balancer and shall not be altered, replaced with aftermarket part or modified. Any part replaced on the crate motor must be replaced with the exact GM part. No aftermarket parts made by any company other than GM will be allowed to replace a GM part (Except where noted). Crate Engines may not be modified in any way and must remain intact as originally sold from General Motors. When using this engine you are required to add 50 lbs. to your truck. Truck minimum weight when using 350 crate engine is 2,900 lbs.

- The maximum allowable cubic inch displacement at any time is 355.
- The maximum allowable compression ratio is 9.1 to 1.
- Rocker arms must be GM part number 10089648 1.5 to 1 ratio.
- Pressed in rocker arm studs may be replaced with screw in rocker arm studs.
- Valve spring seat pressure cannot exceed 85 pounds. Valve Springs must be GM part number 10212811 (individual spring) or 19154761 (valve spring kit).
- Speed Pro 602 crate engine replacement piston #H815DCP & #H815DCP30 are allowed to replace the stock GM 602 crate engine piston.



- Comp Cams double roller timing chain set #3100 is allowed as a replacement for the stock GM timing chain set.
- FAST, DUI or MSD aftermarket HEI replacement distributors are allowed.
- All crate engine trucks must use # MSD-8727CT Rev-Limiter set at 6,200 rpm. Rev-Limiter box must be mounted on the right side of the dash panel. (To the right side of the middle windshield roll bar.)

**(B)** GM crate engines may be purchased from any GM Performance Parts Dealer. All "602" crate engine repairs must be done at the ART approved repair facility listed in the ART rulebook. Any crate engine with missing or altered seals will be torn down for inspection and only an ART approved repair facility may reassemble a Crate engine.

**(C)** The approved Crate Motor repair facilities are:

QMP Racing Engine: Brad Lagman 9530 Owensmouth Ave. Ste. 2 Chatsworth, CA. (818) 576-0816

Bill Loe Racing Engines: Bill Loe 19425 Santa Fe Way Shafter, CA. 93263 818-427-0434.

## **16. Open Engines**

**(A)** The only open engines allowed in ART competition are the Chevy 305 and Ford 302 with stock factory bore and stroke for that type of engine only. No custom strokes are allowed. A maximum .060 inch overbore will be allowed. Maximum cid for the Chevy is 316 cid and the Ford is 311 cid. No exceptions. No titanium parts will be allowed anywhere in or on the engine except where noted. No special coatings will be allowed in or on the engine except where noted. No roller bearings will be allowed anywhere inside the engine except where noted. Engine location is measured from the forward most spark plug hole centerline (Cylinder #1), to the front of the chassis cross member. On the Ford Cylinder #1 sparkplug center hole should be no less than 1.75 inch forward of the front side of the cross member  $\pm 0.25$  inch. On the Chevy 0.25 inch behind the front of the cross member measured from Cylinder #1 spark plug center hole  $\pm 0.25$  inch. Note: All engine location measurements should be within  $\pm 0.25$  inch. Truck minimum weight when using an open engine is 2,850 lbs.

## **17. Bearings (Open Engines Only)**

**(A)** Any sleeve type engine bearing may be used. Coated bearings are allowed.

## **18. Block (Open Engines Only)**

**(A)** Blocks must be factory stock and cast iron only. Chevy 305 cubic inches or Ford 302 cubic inches and may be lightly de-burred only. Align honing, deck milling to square block only and cylinder boring is acceptable if kept within the allowable specs .060 inch overbore maximum. Torque plates may be used during machining.

## **19. Crankshaft (Open Engines Only)**

**(A)** Only OEM Chevy supplied cast iron or steel crankshaft for the Chevy 305 are legal and the Eagle steel crankshaft with part #'s 103523480 & 103503480CM. (The 2 inch journals for the Chevy is not legal). Only OEM Ford 302 cast iron crankshaft and the Eagle steel crankshaft with part #'s 103023000, 10302300-50 & 430230015090 are legal. No O.D. turning, offset grinding, lightening, knife edging, weight polishing or cross-drilling for weight removal will be allowed except for "Mallory Metal" or minimal metal removal for balancing. Only light de-burring is permitted. Any stock type harmonic balancer or flexplate may be used. No modifications to harmonic balancers aloud. SFI approved balancers and flywheels encouraged. (Steel or aluminum allowed)

## 20. Exhaust

**(A)** Only stock type or “up and over” headers are legal for ART competition. No headers with 180-degree design (cross over), stainless steel or merge collectors are allowed. Headers may be ceramic coated. No spread port adapter flanges are allowed. The maximum exhaust ID is 3” on dual exhaust type systems. The tail pipe on 2 into 1 type exhaust systems may not exceed 4”. The maximum cost of the headers cannot exceed three hundred and fifty dollars (\$350). Exhaust equalizer “H” “Y” or “X” pipes are legal. All exhaust systems must exit outside the body & have a heat shield to protect the body panel. A limited heat shield may be used to protect parts from header heat only. No redirecting of airflow.

**(B)** Mufflers are required at all times. Any approved muffler or mufflers may be used with the following requirements. Mufflers must be capable of maintaining a maximum of 90 decibels at 100 feet. If a truck should exceed the maximum decibel level at any time it will be disqualified until an acceptable noise level is attained. Mufflers must be in place at all times. Trucks losing mufflers or exhaust pipes during an event will not be allowed to continue. Any installation is subject to approval of ART officials.

## 21. Fasteners (Open Engines Only)

**(A)** Heavy duty upgraded bolts or studs may be used.

## 22. Gaskets (Open Engines Only)

**(A)** Any brand engine gaskets may be used as long as the maximum engine compression ratio is 9.5:1.

**(B)** No “O” rings are allowed in any form as gaskets.

## 23. Heads (Open Motors Only)

**(A)** Only factory production, volume produced, cast iron heads for the engine type being used and are legal for use in SWTT competition. No bow tie, angle plug, special high performance, canted valve or marine-type heads allowed. No angle milling of heads allowed.

**(B)** Chevy Vortex heads are not legal for open engines.

**(C)** The Ford GT-40 head is not legal for ART competition. The Ford GT-40-P head is legal for SWTT competition.

**(D)** Maximum valve sizes: Chevy 1.84” Intake / 1.50” Exhaust. Ford 1.85” Intake / 1.55” Exhaust.

**(E)** Minimum combustion chamber volumes: Chevy 53cc. Ford 53cc.

**(F)** Heat risers may be plugged.

**(G)** No porting, port matching, excessive decking beyond the chamber minimum volume, angle milling, chamber polishing or grinding allowed. Valve bowl area is to be untouched except as in guide replacement and no machining or handwork allowed except a minimal amount for seat installation. Valve seat grinding, seat replacement, deck and flange milling, valve guide replacement, crack repair, stem seal machining and rocker stud boss machining and drilling. No other machining work is allowed.

**(H)** Only the stock type steel or stainless steel valves are legal. No four-angle valve jobs allowed. Cutting for larger diameter spring is allowed. Any type guide material may be used. The valve guides must be in the stock factory location, angle and spacing. Valve springs must be of the stock type. No triple, conical or progressive springs allowed.

**(I)** Valve spring pressure cannot exceed 115 pounds at 1.700 inches when measured off the engine on a ART approved spring tester.

**(J)** Valve stems for the Chevy 305 must be stock height only and can be from any year Chevy 305. Valve stems for the Ford 302 must be stock height only and can be from any year Ford 302.

**(K)** Steel or titanium valve spring retainers may be used. Valve spring retainers must be stock type only. Plus or minus height retainers are allowed.

**(L)** Valve spring keepers must be stock type only. No plus or minus height keepers allowed. Seven or ten degree locks may be used.

**(M)** Any valve covers may be used. The valve covers must have at least two breathers mounted on 4-inch minimum stacks. Sprint car style crossover breather systems are legal.

**(N)** A pressure equalization tube may be installed from the top of the oil pan to the side of the valve cover on one side only.

**(O)** All heads must have visible and unaltered casting numbers. Any heads with unreadable or altered casting numbers will be impounded immediately and the competitor may be disqualified from the event.

#### **24. Ignition System (Open Engines Only)**

**(A)** Stock or aftermarket replacement distributors or electronic distributors are legal for SWTT competition with a single pick-up only.

**(B)** FAST Ignition Systems are legal for ART competition. MSD Ignition Systems are legal for ART competition. This includes the 6, 6a, 6al and 6T only. Mallory Ignition HyFire IV & VI series ignition boxes are legal for SWTT competition. A ART Race official will immediately impound any system that has been modified from factory specifications or system not listed above. Dual ignition systems are not legal.

**(C)** Any type spark plugs and wiring may be used.

**(D)** No magnetos are allowed.

**(E)** NO TRACTION CONTROL DEVICES ALLOWED. ANY VIOLATION OF THIS RULE WILL RESULT IN VERY HARSH PENALTIES.

#### **25. Intake Manifolds (Open Engines Only)**

**(A)** The only intake manifolds legal for ART competition is the Edelbrock Performer RPM series. Part numbers: Chevy #7101 / Ford #7121. The Chevy manifold part # 7116 may be used on newer style heads but no Vortec heads allowed.

**(B)** Intake manifolds must be "as cast" by Edelbrock. No alternations to the manifolds will be allowed. Milling to facilitate engine fit is acceptable. No drilling, porting or port matching will be allowed. All air drawn into the engine must be drawn in through and metered by the carburetor. No add-on devices are permitted inside the plenum or runners and no coatings will be allowed inside or outside the intake manifold.

**(C)** A 1" maximum carburetor phenolic or aluminum spacer plate is required for ART competition. No drilling or other modifications are allowed for the spacer plate. The carburetor may set at any position over the manifold flange area. Only two gaskets with a maximum thickness of .065 inch each are allowed.

**26. Oil System (Open Engines Only)**

**(A)** Only a stock type, steel oil pan may be used. It may be altered for baffling or capacity. The minimum pan to ground clearance is 3 inches. No dry sump system allowed. No two-stage or belt driven oil pumps allowed. Windage trays and crankshaft scrapers, remote oil coolers, regulators and filters are allowed. Oil cooler location is optional. Hoses must be of a high-pressure design. No clamp type hoses in the oil system. The block can only be fed oil from one location (no dual feed system). Stock or high volume oil pumps are allowed. Any type oil pickup is allowed. Oil system pressure accumulators are allowed but may not be located inside the drivers compartment.

**27. Pistons (Open Engines Only)**

**(A)** The only acceptable pistons for ART use are dished or flat tops with the stock type (for that particular make of engine) ring package and compression height. Pistons must be a stock type replacement piston for the particular engine. No custom made pistons allowed. No gas porting on pistons allowed. Cast, hypereutectic and forged pistons are allowed.

**(B)** Any piston to wall clearance is allowed.

**(C)** Minimum deck heights are: Chevy 305-0.0 inches / Ford 302-0.0 inches.

**(D)** No excessive machine work on the pistons will be allowed.

**(E)** One piston must remain unmachined with no modifications.

**(F)** No slant tops, angle milling or excessive lightening of the pistons allowed. Wrist pins can be pressed in or floating type. No lightweight pins. No wrist pin buttons.

**(G)** Federal Mogul hypereutectic coated pistons allowed in these part numbers: Chevy #H-534CP / Ford H-120CP or H-273CP

**(H)** Forged pistons allowed with these part numbers: Chevy: KB pistons # KB830 or #KB831 / JE Pistons: # 170771 or # 174004 / Mahle Piston set #550796F03 / Ford: DSS Piston set #3000SX-4000, 4030, 4040, 4060 / Mahle Piston set: #SBF600030F06 (old #) 930244130 or 930245330 (new #'s). They can be STD. .030, .040 or .060 over.

**(I)** Any stock type piston ring may be used. No "dykes", Head-land" or gapless design piston rings allowed.

**28. Connecting Rods (Open Engines Only)**

**(A)** The following Eagle Rods are the only rods legal for competition: Chevy: #5700BPLW / Ford: #5090FP or FB

**(B)** Replacement Eagle connecting rod part numbers starting with SCR and followed with same numbers as above are allowed.

**(C)** No excessive machine work on the rods will be allowed.

**(D)** One rod must remain un-machined with no modifications.

**29. Valve Train (Open Engines Only)**

**(A)** Only Cams supplied by ART are legal for competition and must be purchased from ART.  
NO EXCEPTIONS OR SUBSTITUTIONS.

- Chevy SWTT Part# 12-212-2 \$160.00 (Comes with cam spec card in the box)
- Ford SWTT Part # 35-226-3 \$160.00 (Comes with cam spec card in the box)
- NOTE: FORD CAMSHAFT USES FORD 351W IGNITION FIRING ORDER
- The old part number camshafts #12000 Chevy and #35000 Ford are also legal for ART.

**(B)** These cams are a hydraulic grind and only stock type or anti-pump up hydraulic lifters allowed. Push rods may be sized to length to fit geometry. No oversized push rods allowed. No lightweight push rods allowed. No rev-kits or offset rocker arms allowed. Only specified roller rocker & roller tip rocker arms are allowed. No roller lifters, light weight lifters, coated lifters, mushroom lifters or oversize lifters are permitted in ART competition.

**(C)** Only a stock type, steel or aluminum one or two-piece timing chain covers are allowed. Two piece timing cover cost may not exceed \$175.00. Stock or roller timing chains are allowed. Torrington Thrust Bearings to prevent block wear are legal for ART competition. No gear or belt drives allowed. Cam thrust-buttons are allowed. Camshaft degreasing is optional. After market rocker arm retaining nuts are allowed.

**(D)** Chevy and Ford heads may be converted to an adjustable valve train.

**(E)** The Chevy rocker studs may be pinned or machined for screw in studs and guide plates. 1.5 or 1.6 rocker ratios may be used. Comp Cams roller rocker arms #19001-16 (1.5) & #19002-16 (1.6)

**(F)** The Ford rocker studs may be pinned or machined for screw in studs and guide plates. 1.6 or 1.72 rocker ratios may be used. Comp Cams roller rocker arms #19043-16 (1.6) & #19048-16 (1.72)

**(G)** Engine vent tubes may be used in the lifter valleys. Not to exceed 2.5 inches in height.

**(H)** Oil return screens are legal for ART competition.

**(I)** Lifter valley baffles are legal for ART competition.

**(J)** No roller bearings allowed in valve train except where specifically listed in the rule book.

### **30. Transmission**

**(A)** The only transmissions legal for ART competition are the Chevy TH350 or Powerglide for use with the Chevy 305 or optional GM crate engine and Ford C-4 or C-6 for use with the Ford 302 engine. Transmissions may be converted to manual operation. Steel and cast hubs are allowed. No modifications to the valve body allowed except to convert to manual shifting or to improve fluid flow for cooling. Modifications may be made to internal transmission parts for durability only. The transmission must have all forward and reverse gears functional. Transmission oil cooler size and placement is optional.

**(B)** Lockout shifters are allowed.

**(C)** No solenoid lockups, no in-and-out coupler or valve to bypass torque converter or fluid clutches.

**(D)** No extra hand or foot controls allowed.

**(E)** ART spec. torque converters are mandatory. ART spec. converters must be purchased from ART. Ford part #F26S3 \$449.99 / Chevy part #THS3 or PGS3 \$449.99 Converter rebuilding service \$275.00

**(F)** A one quart catch can is required for the overflow. It must be mounted on the left side of the truck and in front of the transmission.

**(G)** No mixing of manufactures parts allowed. A Ford powered truck must use a Ford transmission. A Chevy powered truck must use a Chevy transmission. All GM crate engine trucks must use a Chevy transmission.

### **31. Drive Shaft**

**(A)** All drive shafts must be painted white. Stock type steel drive shafts only. No lightweight, aluminum, chromoly or carbon fiber drive shafts will be allowed. Three drive shaft loops must be installed. A front loop just behind the front u-joint. A rear loop just in front of the rear u-joint. A loop in the middle on the 1 3/4" bar that runs just behind the drivers compartment or a loop on the chassis "X". The loops must be made of a minimum 2.75"x 3/16" flat bar steel or 1" round .095" steel tube. Loops must go completely around the drive shaft. Chain, wire or other installations will not be allowed.

**(B)** No drive shafts smaller than 2.50 inches in diameter allowed for ART competition.

### 32. Rear Axle GM 10-bolt 7.5 inch

(A) Must be GM 10 bolt 7.5 inch rearend housing from 1978-1988 GM metric chassis being used. No modification of any type allowed. Except for bracing/welding of axle tubes. No cambered rearends. No bending, twisting or rotating of axle tubes, perches or mounts.

(B) Any readily available 7.5" gear ratio that will fit inside the stock unaltered GM metric housing is acceptable. No custom made gears or ratios are allowed. (2.73 – 3.08 – 3.23 – 3.42 – 3.55 - 3.73 – 3.90 – 4.10 – 4.30 – 4.56)

(C) GM differentials may be open or locked. When locked, they must be locked with a mini-spool or full spool. No aluminum spools, posi-trac, ratchet (Detroit Locker) type units allowed. The Auburn Gear L/S differentials are legal for SWTT competition. The Auburn Gear differentials are for the GM 7.5", 10 bolt rear ends. The part numbers are: AUB 542057 and AUB 542058 for the 26-spline; AUB 542041 and AUB 542040 for the 28-spline. Also legal for SWTT competition is the Lock-Right differential by Power-Trax.

(D) Heavy Duty steel forged axles are required. Axle-saver bearings are legal. C-clip eliminators are optional.

(E) No gun-drilled axles allowed.

(F) The upper control arms at the rear axle housing may be shortened to correct the pinion angle. Adjustable upper and lower rear control arms are legal for ART competition. (Please note wheelbase specifications)

(G) Rear axle coolers are allowed upon approval of ART.

(H) Rear axle must have a one quart catch can and be mounted on left side of truck forward of the rear axle.

### 33. Ford 9 inch rearends

(A) Ford 9 inch rearends are allowed. No cambered rear ends. No bending or twisting allowed.

(B) Only the following gear ratios are allowed: 2.73 – 3.08 - 3.25 – 3.50 – 3.70 – 3.90 - 4.11 – 4.30 – 4.57. NO LIGHT WEIGHT GEARS ALLOWED. STOCK APPLICATIONS ONLY.

(C) Ford 9 inch rearend housings need to be mounted to chassis in same configuration and dimensions as GM 10 bolt 7.5 inch rearend.

(D) No light weight rearend housings, 3rd members or lightweight internal rear end parts such as gears, carriers and axles will be allowed. (Lightweight is to include but is not restricted to aluminum, magnesium, titanium or other alloys)

(E) Only steel mini-spools or steel full spools allowed. No limited slip differentials of any kind allowed. No gun drilled axles allowed. Only steel drive plates allowed. No Aluminum hubs allowed.

### 34. Fuel System

(A) Only the stock type, block mounted, mechanical fuel pump is allowed in ART competition. No electric, belt driven, vacuum driven or cam driven fuel pumps are allowed.

(B) The use of ice, wet or dry, for the purpose of cooling the engine, air cleaner or fuel system is expressly forbidden.

(C) The fuel cell must be mounted in the rear section of the chassis. The location forward to backward of the fuel cell cage may be anywhere from the back of the spring bucket shock mount assemble to within three inches of the forward side of the rear cross member.

(D) Replacement of steel fuel lines and regular automotive fuel lines with steel braided fuel lines or equivalent is required.

(E) ART reserves the right to test the fuel at any time.

(F) All fuel systems must have a steel fuel cell container.

(G) Fuel lines must be inside steel conduit attached to the frame rail.

**(H)** The fuel cap must be tethered to the race truck.

**(I)** Only fuel purchased from the race track is legal for use. No blending of fuels allowed. No additives will be allowed. This includes nitrous oxide, nitro-methane, nitro-butane, propylene-oxide, benzene, toluene, solvents, alcohol or any other performance enhancing additives. No oxidizers may be added to the oil. The fuel and oil must pass odor, litmus, color, specific gravity and any other test necessary to enforce this rule. ART reserves the right to test any competitor's fuel at any time and remove samples for testing. ART officials will be the deciding authority on all fuel test results.

### **35. Chassis**

**(A)** The only chassis approved for ART competition is a ART chassis with a ART chassis number as designated by ART. The only approved frame is the General Motors 1978 to 1988 "G" body 108.1 metric-frame. All measurements, lines, holes, data planes, etc. must retain the manufacturer's specifications. All repairs made to the chassis must be inspected by ART before any truck will be allowed to return to competition. No plating of frame. No boxing the C-channel. 2"x 3" rectangular steel tubing (minimum .083 / maximum .125) may be used to replace the rear frame horns from the aft side of the spring bucket to the aft side of the stock frame. Tubing must maintain a minimum ground clearance of 10" measured from the bottom of the tubing to the ground. All repairs are subject to ART approval. All roll cage tubing must remain a minimum of .095" wall thickness and should not exceed a maximum of .125" wall thickness.

**(B)** A cross member support tube may be added to the front down tubes. The tubes from the fire wall to the frame on the front of each chassis on either side of the engine. This tube must be located between the rear of the radiator and the front of the air cleaner and may not exceed 1.5" in diameter. This tube must be removable. This additional support tube may not extend in front of the radiator or frame horns and may not extend upward in such a manner as to cause the hood to bow.

**(C)** No cutting or welding to alter the wheelbase. Chassis/frame must remain square to factory specifications and measurement. No leading allowed in chassis/frame.

**(D)** Weight boxes on the outside of the C-channels are allowed.

**(E)** The Johnson Chassis GM Metric replacement front clip is legal for ART use. Part #JCI-09-01-011M (Clip) & Part #JCI-09-01-022 (Bolt on front frame extension).

### **36. Tread Width / Wheel Base**

**(A)** Maximum tread width is 65" measured from left inside rear tire to the right outside rear tire. Allowable wheelbase for SWTT competition will be 108.1 inches, plus or minus 0.5 inches.

### **37. Weight**

**(A)** Minimum weight at all times before any event is 2,850 pounds w/Open Engines, 2,900 pounds w/Crate Engines. Maximum left side weight is 56% of the total weight. Minimum front weight is 55% of the total weight. No tolerance will be given on weight. All weights will be checked with the driver in the driver's seat, helmet in the lap, both hands on the steering wheel, feet on the pedals and the driver in an upright position. All added weight must be in block form and must be securely fastened with two 1/2" bolts for every 12" of weight. An additional 1/2" bolt needs to be installed for every additional 12" of weight or part thereof. Lock nuts and fender washers must be used. Weight in block form may be placed inside or outside of the c-channels. Weight boxes are allowed. Weight or weight boxes should not be lower than frame rails (c-channels). Weight or weight boxes should be directly mounted to chassis rails. No weight on outside of front or rear frame horns allowed. Any truck with improperly mounted weight will not be allowed to compete. All added weight must be painted white and have the number of the truck clearly marked on the weight. A fine will be assessed for dislodged weight. The amount of the fine is \$5.00 per pound of weight that got dislodged from the vehicle.

**(B)** Weight added for a penalty must be located on the right frame, forward of the transmission housing and behind the right upper ball joint. The weight shall be white with yellow strip in color. Any truck not maintaining the proper penalty weight will be disqualified.

### 38. Suspension

- (A) Stock rubber bushings, polyurethane bushings, steel bushings or spherical bearings/bushings are allowed on the chassis and suspension. No eccentric bushings allowed. No non-factory adjustable devices allowed on the suspension excepted where noted in the rulebook. Spherical suspension bushings are allowed on the front lower A-arms, rear lower control arms and rear upper control arms.
- (B) Front lower control arms, spindles, brake calipers, upper and lower ball joints must be stock type OEM for the GM "G" body 108.1" metric frame being used. No modifications allowed unless otherwise noted. No added spring perches allowed in stock lower control arms. Coil spring must sit on factory lower spring perch.
- (C) Upper ball joints can be substituted with the Camaro, Chevelle or Impala ball joint. Note: OEM type only.
- (D) Upper A-arms can be any length. Non-adjustable only. Aluminum and steel shafts allowed.
- (E) Replacement heavy duty Coleman front hub assemblies are required on the right and left side.
- (F) Any suspension or steering part must be a purchasable part, bought over the counter or made by a name brand company. Such parts may not be homemade. No modifications allowed.

### 39. Sway Bars

- (A) Any General Motors or aftermarket stock type front sway bar that mounts in the stock location without alteration may be used. Solid sway bars only. No hollow or racing sway bars allowed. No heim joints allowed on the sway bar linkages and sway bar rates may be changed. No adjustable or controllable sway bars allowed. No Rear sway bars are allowed.
- (B) No truck sway bars allowed.

### 40. Shocks

- (A) Any 7" steel bodied, non-adjustable no externally rebound or dampening shock allowed. No 9" shocks allowed. All shocks must compress & extend completely. No shocks with a retail price that exceeds \$185.00 each is allowed. All shocks are subject for approval of ART. A claimer rule is in effect. Any competitor that participates in an event and finished that race on the lead lap can claim one or more shocks from a top three finisher for that event. The claim fee is \$185.00 per shock and needs to be paid in cash. A claim request needs to be submitted to a ART official before top three finishers leave post-race tech area.
- (B) Only one shock per wheel is allowed. Shocks must remain as manufactured. Shocks must remain in ART original location. (Right front shock mount may be moved to help clear the upper control arm and must be approved by ART officials) No extended shock mounts allowed. All shock mounts are subject to approval by ART series officials.
- (C) Steel bodied, rebuildable shocks are legal for ART competition. Shocks must be non-adjustable while on the truck. (Note: shocks must be sealed while on the truck) No base valves. Rebuildable shocks must have OEM parts for that particular shock installed. Any shock that is modified other than the OEM available package of parts for that shock will be impounded and fines will be assessed.
- (D) All downward chassis movement while the race truck is on the track for qualifying or racing may only be limited by the normal increasing stiffness of the springs or the bottoming out of the chassis against the race track, whichever occurs first. Anything mounted on the shock to prevent its travel is not permitted. No coil binding, No shock binding or bump stops allowed.

### 41. Springs

- (A) Springs may be replaced. The spring rate may be changed by replacing the spring with a spring of a different value, adjusting the jack bolts, or adding or subtracting spring rubbers. Springs must be "off the shelf" parts available to anyone. No custom wound springs allowed. Front coil spring minimum height is 7". No front coil spring shorter than 7" allowed.



#### **42. Brake System**

(A) The brake system must be stock, as manufactured by ART. All components must be stock or OEM type for the GM 1978-1988 "G" body 108.1" metric frame being used. This includes calipers & spindles. Heavy-duty Coleman replacement rotors are required on the front right and left sides. Twin master cylinders must be used. Brake hose and pads materials are optional. Hydraulic brake proportioning valves may be used on rear brakes only. No shut off valves or devices allowed. Air ducts no larger than 4" in diameter may be used to cool the brakes. Rear disc brakes are standard equipment.

(B) No excessive machining of the brake rotors allowed. No rotor may be machined thinner than the minimum thickness stamped on the rotor. All necessary machining for regular rotor maintenance must be removal of equal amounts of material from both surfaces of the rotor. This removal must remain within the minimum thickness stamped on the rotor. No cross drilling, gas slotting or any other machining to enhance rotor cooling or performance.

(C) US Brake/AFCO or Wilwood oversized and or undersized calipers for the GM Metric spindles are allowed.

#### **43. Steering**

(A) The original, stock type steering box must be used, and bolt on in the stock location, using the factory frame holes. Tie rods, sleeves, idler arm, pitman arm, center drag link must be stock type OEM for the GM "G" body 108.1" metric frame being used. No adjustable idler arms. No adjustable centerlinks. No heim joints in the steering tie rods are permitted. The three steering box bolts may be drilled and safety wired. Tie rod sleeves must be replaced with the approved SWTT part. No Modification of steering parts allowed.

(B) Steering column must have a collapsible coupler or at least two offset universal joints or both.

#### **44. Tires**

(A) Only ART approved tires are permitted. Tires that have been altered by unauthorized treatment will not be permitted. Tire soaking is not allowed at any time.

(B) American Racer 970 tires are the only tires legal for competition unless otherwise noted. Tires must be purchased at Orange Show Speedway.

(C) Only tires which have been purchased for a certain truck may be used on that truck at any time. Violation shall result in disqualification and/or suspension and/or fine and/or loss of championship points.

(D) All trucks are allowed to purchase 6 (six) tires opening night (April 23<sup>rd</sup>, 2022), and are able to purchase two tires per race night in 2022.

(E) Tires must be on the truck that night.

(F) No banking tires.

#### **45. Wheels**

(A) Wheels must be 15" x 8" steel only. Wheel offset may be 2" or 3" only. Minimum weight for each wheel is 19 pounds.

(B) A maximum of one approved wheel spacer not exceeding 1/2" is allowed per wheel.

#### **46. Ground clearance**

(A) Minimum ground clearance for the chassis/frame is 6 inches.

(B) Minimum ground clearance for all body parts is 3".

(C) Minimum ground clearance for the engine cross-member, mufflers and exhaust pipes is 3".

(D) These heights will be measured from the lowest point with the driver in the truck.

(E) Truck must pass minimum ride height rule in pre-race and post-race tech inspection. Trucks will be given 15 minutes after the race before checking ride heights.

**47. Other Truck Series Race Trucks**

**North West Tour Trucks / Irwindale Race Trucks / Late Model Truck Series / Tucson Race Trucks are legal to race in the South West Tour Truck Series under the following rules. All trucks must have a sealed 602 GM crate engine with a Holley 4412 2 bbl. Carb. NO BUMP STOPS on any trucks.**

1. North West Tour Trucks: 2900 lbs. / 55% left side weight / 970 Hoosier Tires (NWTTS Rulebook Legal)
2. Late Model Truck Series & Tucson Race Trucks: 2900 lbs./ 55% left side weight / 970 Hoosier Tires (Tucson Rulebook Legal)
3. Irwindale Race Trucks: 2900 lbs. / 55% left side / 970 Hoosier Tires (Irwindale Rulebook Legal)

## 1. SPECIFICATIONS

### Chevrolet and Dodge General Specifications:

Wheelbase:	108.1"
Tread Width:	Maximum 65" measured from the left inside rear tire to the right outside rear tire.
Overall Length:	180" just chassis 190" with body
Minimum weight:	2,850 pounds (open engines) 2,900 pounds (crate engines) pre-race with driver & fluids.
Left/Right weight:	Maximum 56% left side
Front/rear weight:	Minimum 55% front weight
Engine displacement:	350 cubic inch APPROVED 602 crate engine C.I.D. not to exceed 350 cubic inches w/50 lb. weight penalty or 305 cubic inch. Chevy open engine. C.I.D. not to exceed 316.0" with .060" overbore C.vd. not to exceed 39.5
Compression Ratio:	Open Engine 9.5:1 / 602 Crate Engine 9.0:1
Transmission:	TH-350 or Powerglide
Carburetor:	Part #0-4412BKX (polished) \$499.99 or Part #0-4412HBX (black) \$549.99 or old style Quick-Fuel Holley #4412 SWTT Certified
Tires:	Hoosier 2040SX / 27.0"x 8" x 15"

### Ford and Toyota General Specifications

Wheelbase:	108.1"
Tread Width:	Maximum 65" measured from the left inside rear tire to the right outside rear tire.
Overall Length:	180" just chassis, 190" With body
Minimum Weight:	2,850 pounds (open engines) 2,900 pounds (crate engines) pre-race with driver & fluids
Left/Right Weight:	Maximum 56% left side
Front/Rear Weight:	Minimum 55% front weight
Engine Displacement:	350 cubic inch APPROVED 602 crate engine C.I.D. not to exceed 350 cubic inches w/50 lb. weight penalty or Ford 302 cubic inch. Ford open engine. C.I.D. not to exceed 311.0" with .060" overbore C.vd., not to exceed 39.
Compression Ratio:	Open Engine 9.5:1 / 602 Crate Engine 9.0:1
Transmission:	C-4 or C-6 when using a Ford engine. TH350 or Powerglide when using optional crate engine.
Carburetor:	Part #0-4412BKX (polished) \$499.99 or Part #0-4412HBX (black) \$549.99 or old style Quick-Fuel Holley #4412 SWTT Certified
Tires:	American Racer Tire 970

### Official Spec Parts:

Parts:  
SWTT Spec Camshafts  
SWTT Spec Carburetors  
SWTT Spec Torque Converters